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CENTRAL INTELLIGENCE GROUP**INTELLIGENCE REPORT**

50X1-HUM

COUNTRY Poland**DATE:****INFO.****SUBJECT** Railroad Junctions.**DIST** 5 X May 1947**PAGES**

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1. Deblin Junction: All the railroad station installations are in good condition (switches and signals). The traffic capacity is about 250-300 trains every twenty-four hours. The tracks and surface layer are in good condition.

2. Radom (419) Junction: The station has been partially destroyed; the tracks and the surface are well-kept. The traffic capacity is rather low, i.e., 200 trains every twenty-four hours only. All the lines out of this junction are double lines.

3. Kolyszki (213) Junction (twelve miles east of Lodz): The railroad station is destroyed, and the switching apparatus may wear out very quickly if the traffic is increased considerably. The installations of the junction and the tracks are fairly good. The traffic capacity cannot be increased to any great extent as the large Lodz Junction is too near. The Radom-Kolyszki line is double.

4. Krakow (224) Junction: Traffic and signals installations are in good condition. Traffic capacity is about 350 trains daily; if necessary, this capacity may be increased considerably.

5. Katowice (Y57) Junction: This appears to be a well-organized junction. It is able to receive and dispatch about 350 trains daily; if necessary, the traffic capacity may be increased by 150 trains per day. The track and the surface layer of this junction are kept in good condition.

6. Walbrzych Junction: Traffic installations are in good condition. When the bridges are rebuilt, the traffic capacity may amount to 200 trains daily; at present it amounts to only 100 trains a day.

7. The above junctions are not yet working at full traffic capacity, which is partly due to lack of rolling-stock and partly to inadequately trained maintenance personnel. The Katowice Junction, for example, has a traffic capacity of about 350 trains daily, but, under present conditions, it deals with only 180.

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